NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION

BUREAU OF BRIDGE DESIGN

SAMPLE PLANS - REVISION HISTORY

Date of Revision	Name of Sample Plan	Revision Description	Background
5/21/2015	Expansion Joints: Modular Joint	Added Hooksett 28435 modular joint sample plans.	Hooksett 28435 modular joint is phase construction and has a sidewalk.
5/12/2015	Project Notes: Pier Notes	Added note #6: *All anchor bolts at the pier shall be be set by a template before concrete is placed. Drilling is not allowed.*	Clarified setting of anchor bolts. Drilling could damage the tension reinforcing steel in the pier.
5/12/2015	Project Notes: Pot Bearing Shoe Notes Fixed Steel Bridge Shoe Notes Expansion Steel Bridge Shoe Notes Elastomeric Bearing Notes	Removed note: ~~All anchor bolts at the pier shall be set by template before concrete is placed.~~	The type of bolt setting can be cored drilled for abutments. The note is now placed under Abutment Notes and Pier Notes.
5/12/2015	Project Notes: Approach Slab Notes	Removed note #4: ~~Approach slabs for both abutments shall be cast 2 1/2" below fiihsed grade at the approach slab seats.~~	The approach slab is cast at grade at the approach slab seat for expansion joints located infront of the backwall.
5/12/2015	Project Notes: MSE Wall Notes	Revised note #4 to: *Exposed MSE wall panels shall be cast with an ashlar stone form liner pattern No. 15006 REW Ashlar Stone manufactured by Fast Formliner, St. Clair, MO or approved equal. The cost of the form liner shall be included in Item 592.1, Mechanically Stabilized Earth Retaining Wall.* From: ~~Exposed MSE panels shall have an ashlar stone form pattern, as shown on the plans. The form liner shall be Ashlar Stone P/C 30664, Symons Dura-Tex, as manufactured by Symons Corporation, 200 E. Touhy AVenue, Des Plaines, IL 60018 (Tel: 1-800-733-7654) or Ashlar Stone No. 330 Multi-cast, as manufactured by Greenstreak, 3400 Tree Court Industrial Boulevard, St. Louis, Mo 63122 (Tel: 1-800-325-9504) or an approved equal. The cost of the form liner shall be included in Item 592.1.~~ Added note #20: *Precast wall coping shall be anchored as needed to prevent sliding along top of wall after installation. Anchor details shall be determined by MSE Fabricator. All anchors and hardware shall be galvanized and any recess filled with non-shrink grout after installation. All costs shall be subsidiary to Item 592.1*	Note was updated to the form liner number that is currently used by MSE wall manufacturers. Symons Corp. no longer manufactures form liners. The precast wall coping shall be anchored if the top wall profile is 4:1 or steeper to prevent sliding. Note #20 should be added to the contract plans along with the anchor detail.

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5/12/2015	Project Notes: Abutment and Wingwall Notes	Add note #9: *Exposed face of abutments and wingwalls shall be cast with a form liner pattern XXX manufactured by XXX or approved equal. The form liner shall be placed as shown on the plans and be paid for under Item 520.305, Form Liners for Concrete (F).* Add note #10: *Exposed face of abutments and wingwalls shall be cast with an ashlar stone form liner pattern No. 460 Ashlar Cut Stone manufactured by Greenstreak, St. Louis, MO or approved equal. The form liner shall be placed as shown on the plans and be paid for under Item 520.305, Form Liners for Concrete (F).* *Added note #11:* *All anchor bolts at the abutment shall be cast-in-place or cored drilled using a template. Rock drilling is not allowed.*	Use note #9 if there is no MSE wall near the bridge to match. Designer can choose the form liner pattern. Use note #10 if there is a MSE wall near the bridge and want the substructure to match the MSE wall form liner. The form liner noted closely matches what the MSE manufactures use. Can't use the same form liner as the MSE wall because the panels are cast with an expensive permanent urethane form liner. The previous notes called out a form liner that is no longer manufactured. The form liners are now bid seperate from the concrete item. Seperating the items provides data for future form liner costs. Clarified setting of anchor bolts and rock drilling not allowed. Rock drilling would damage the reinforcing steel.
5/12/2015	Project Notes: Cofferdams	Revised note #12 B) to: *For cases where the existing guardrail is used for traffic barrier above the excavation, the crest of excavated backslopes shall be offset a minium of 3 feet from face of existing guardrail. The existing ground surfaces between the guardrail and the excavated backslopes shall be maintained in its original configuration.* From: ~~For cases where the existing guardrail is used for traffic barrier above the excavation, the crest of excavated backslopes shall be offset a minium of 8 feet from face of existing guardrail. The existing ground surfaces between the guardrail and the excavated backslopes shall be maintained in its original configuration.~~ Added note #14 : *Cofferdams located within the defelction distance of the traffic barrier shall be designed to withstand a traffic barrier collision load of 2.7 kips per linear foot applied at 32 -in. above the ground surface behind the cofferedam. This load may be reduced linearly by the offset of the barrier to the cofferdam (e.g., If the barrier system has a 4-ft. deflection and it is set 2-ft. from the face of the cofferdam, the collision load may be reduced by one half). See Bridge Design Manual Chapter 7 for traffic barrier deflection distances. The cofferdam shall extend up to a height that is equal to or higher than the top of the adjacent traffic barrier.*	Revised offset distance of 3-ft. from face of guardrail to crest of excavated backslopes to match our current practice of 3-ft. ± for permanent guardrail.

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1/12/2015	Project Notes	Added project notes plan sheets.	Project notes are sample notes that are to be modified for each project.
4/15/2014	Bridge Sign Structure Footing Plan Cantilever Sign Structure Footing Plan	Sign Footing Notes: **Added** note #9 Typical Pay Limits Detail: **Added** water repellent limits	Water repellent was never included with the sign structure footings.